

BILL NO.

ORDINANCE NO.

**An Ordinance revising Chapter 405 (Zoning Regulations), Article XXV (Off-street Parking and Loading Regulations) by the addition of a new Section 405.3670 entitled “Bicycle Parking Regulations” and other actions related thereto.**

**WHEREAS**, the City of Clayton promotes bicycling as a healthy, environmentally friendly way of transportation; and

**WHEREAS**, Clayton is well suited for bicycling and more people are using their bikes every day for commuting, shopping, and general transportation; and

**WHEREAS**, in 2013, the League of American Bicyclists recognized Clayton as a Bronze-Level Bicycle Friendly Community and that in order to reach a higher level (silver, gold, or platinum), the City must continue to support and implement policies, programs, and infrastructure that encourage bicycling; and

**WHEREAS**, on November 3, 2014, the Clayton Plan Commission held a public hearing after due notice and, by a vote of 5 – 0, voted to recommend approval of the proposed bicycle parking regulations to the Board of Aldermen; and

**WHEREAS**, the Board of Aldermen held a public hearing to consider the merits of this Ordinance, after satisfying all publication and notice requirements established by law, and all persons present at such hearings were given an opportunity to be heard and were heard.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF CLAYTON, MISSOURI, AS FOLLOWS:**

**Section 1.** Article XXV, *Off-Street Parking and Loading Regulations*, of Chapter 405, *Zoning*, of the Code of ordinances of the City of Clayton, Missouri, is hereby amended by the adoption of one new Section, initially to be designated as Section 405.3670, to read as follows:

## **Chapter 405. Zoning Regulations**

### **Article XXV. Off-Street Parking and Loading Regulations**

#### **Section 405.3670: Bicycle Parking Regulations**

##### **A. Applicability**

1. The provisions of this article shall apply to developments which require at least one of the following City approvals:
  - a. Site Plan Review pursuant to Section 405.1000.
  - b. A new Conditional Use Permit pursuant to Article VII or an amendment to an existing Conditional Use Permit pursuant to Section 405.850.
  - c. Architectural Review pursuant to Article III.

- d. A Building Permit when associated with a change in use, increased floor area, number of employees, number of dwelling units, seating capacity, or site changes.
2. Exceptions
  - a. Residential buildings with 1 to 3 dwelling units or with private garages for each unit.

**B. Bicycle Parking Requirements**

1. All developments requiring City approvals specified in Section 405.3670.A.1 shall provide bicycle parking in accordance with the following requirements. Unless otherwise stated, each building and/or use must provide at least one bicycle rack. Independently operated parking structures and parking lots (as opposed to those providing parking dedicated to nearby non-parking uses) must provide at least 3 bicycle racks.

Use	Bicycle Racks Required
Multi-Family	1 per 20 dwelling units
General Retail	1 per 5,000 square feet
Restaurant/Grocery	1 per 3,000 square feet
Office	1 per 20,000 square feet
Parking Structure or Lot (operating independently)	1 per 40 parking spaces provided
Other	1 per 20 required parking spaces

**C. Rules For Computing Number of Required Bicycle Racks**

1. In computing the number of bicycle racks required under Section 405.3670.B.1, the following rules shall govern:
  - a. Where fractional numbers result, the number of required bicycle racks shall be the nearest whole number.
  - b. In the case of mixed uses, the required number of bicycle racks shall equal the sum of the requirements of the various uses computed separately.
  - c. Whenever a building or use constructed or established prior to [*Date the ordinance is adopted*], which requires one of the approvals listed in subsection A above, is changed or enlarged in floor area, number of employees, number of dwelling units, seating capacity or otherwise, bicycle parking shall be provided on the basis of the enlargement or change.

**D. Bicycle Rack Location**

1. Required bicycle racks shall be located:
  - a. Outside the building served in a highly visible, active, well-illuminated area.
  - b. Within 50 feet of a main building entrance.
  - c. On private property unless otherwise approved by the Department of Public Works.
2. If bicycle racks are not visible from the abutting street or the public building entrance, signs must be posted indicating their location. All signs must confirm to the requirements of Chapter 425: Sign Regulations.

3. Bicycle racks located within a parking structure or parking lot shall be clustered, clearly marked, and separated from motor vehicles by a physical barrier.
4. Bicycle racks located within parking structures must be located on the ground level or level closest to the primary pedestrian entrance. Bicycle racks may also be located in a secured room or cage.

**E. Bicycle Rack Design**

1. Inverted 'U' type, 'A' type, post and loop type bicycle racks are permitted. Creative styles are subject to approval by the Director of Planning or her/his designee.



*Illustrations of permitted bicycle racks. From left: Inverted U-type, A-type, Post-and-loop type*

*Figure 1 Illustrations of permitted bicycle racks*

2. Bicycle racks shall be made of solid construction, resistant to rust, corrosion, hammers, and saws.
3. Each bicycle rack shall support a parked bicycle by the frame in two places, allowing both the frame and one or both wheels to be secured using a standard U-lock.
4. Each bicycle rack shall provide parking for two bicycles.
5. Each bicycle rack shall be anchored to an approved hard surface (i.e., asphalt, concrete, pavers, or similar material). The hard surface surrounding each bicycle rack shall measure at least 6 feet by 6 feet in size.
6. If more than 10 bicycle racks are provided, at least half of the racks shall be covered by a roof or overhang.

**F. Bicycle Rack Spacing**

1. Bicycle racks shall be located at least 3 feet in all directions from any obstruction, including but not limited to other bicycle racks, walls, doors, posts, columns, or landscaping.

2. If provided, aisles between rows of bicycle racks must be a minimum of 4 feet wide, as measured from tip to tip of bike tires across the space between racks.

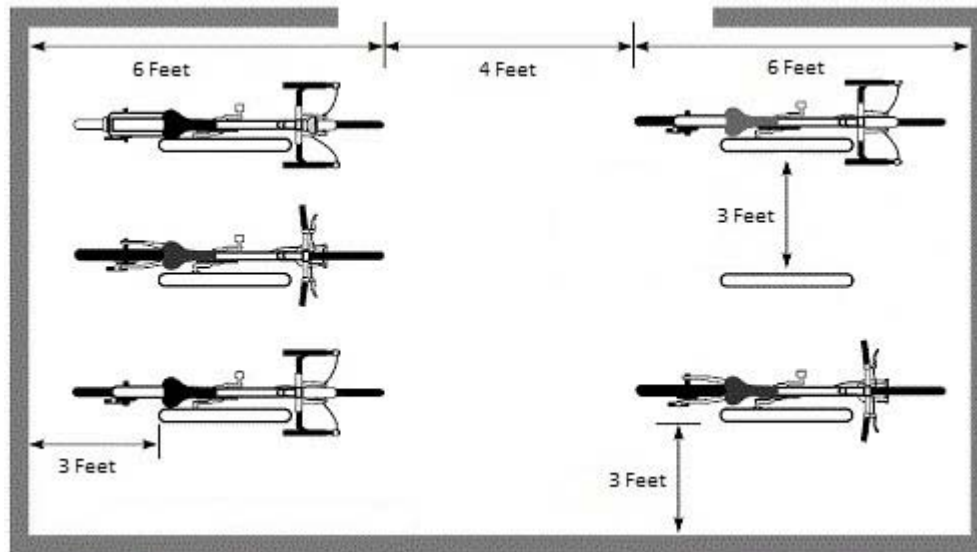


Figure 2 Bicycle rack spacing diagram

**G. Reduction in Required Automobile Parking**

1. The total number of required automobile parking spaces pursuant to Section 405.3620: Off Street Parking Requirements shall be reduced at the ratio of 1 automobile off-street parking space for 1 bicycle rack. The total number of required automobile off-street parking spaces shall not be reduced by more than 10 percent for any project.

**H. Alternative Compliance**

1. Upon written request by the applicant, the Director of Planning or her/his designee may approve alternative compliance from the provisions of this section, which may include, but need not be limited to, a reduction or deviation in the number, type, or location of the required bicycle racks, and may include a waiver of the requirement. Considerations used in the determination to grant or deny alternative compliance may include, but are not limited to, existing site constraints, proximity to existing bicycle parking, and the nature of the proposed building or use.

**Section 2. Editorial Discretion.**

The Chapter, Article, Division and/or Section assignments designated in this Ordinance may be revised and altered in the process of recodifying or servicing the City's Code of Ordinances upon supplementation of such code if, in the discretion of the editor, an alternative designation would be more reasonable. In adjusting such designations the editor may also change other designations and numerical assignment of code sections to accommodate such changes.

**Section 3. Severability.**

It is hereby declared to be the intention of the Clayton Board of Aldermen that each and every part, section and subsection of this Ordinance shall be separate and severable from each and every other part, section and subsection hereof and that the Board of Aldermen Board of Aldermen intends to adopt each said part, section and subsection separately and independently of any other part, section and subsection. In the event that any part of this Ordinance shall be determined to be or to have been unlawful or unconstitutional, the remaining parts, sections and subsections shall be and remain in full force and effect.

**Section 4.     Effective Date.**

This Ordinance shall be in full force and effect both from and after its passage by the Board of Aldermen.

**Passed by the Board of Aldermen this 9<sup>th</sup> day of December, 2014**

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Mayor

Attest:

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City Clerk